

The Polynesian.

Vol. 7.

HONOLULU, SATURDAY, OCTOBER 19, 1850.

No. 23.

THE POLYNESIAN,
The Official Journal of the Hawaiian Government,
is published weekly at Honolulu, Oahu, H. I.

EDWIN O. HALL, EDITOR.

TERMS.

One copy per annum, in advance, \$8 00
One copy six months, in advance, 3 50
Single copies, 12 1/2
Rates of Advertising.
One square, (16 lines), first insertion, \$1.00, each
subsequent insertion, 50 cts.; one half square (8 lines or less), first
insertion, 50 cts., each subsequent insertion, 25 cts.; Cards, notices,
not exceeding one half square, by the year, \$5.00;
not exceeding one square, \$8.00; not exceeding one
column, \$20.00; not exceeding one
column, \$20.00. Yearly advertising limited to the ad-
vertiser's own business.
Legal advertisements.—Twenty-five cents per line, for
the first insertion, and six and one-fourth cents for each
subsequent insertion.
Transient advertisements are required to pay in advance.

List of Agents for the Polynesian.

AMERICA. H. B. SWINSON. BOSTON. G. D. JAMES & CO.
HAWAII. B. PHILIPS. SAN FRANCISCO. REV. T. D. HUNT.

BUSINESS CARDS.

POLYNESIAN PRINTING OFFICE.

Plain and Fancy Book and Job Printing

Pamphlets, Catalogues, Bills of Exchange, Bills of Lading, Consular Blanks, Handbills, Bill Heads, etc.

Visiting, Business and Address Cards

Executed with neatness and dispatch, on liberal terms.

B. F. SNOW,
Importer and General Commission Merchant.

HONOLULU, OAHU.

Bills of Exchange on foreign countries wanted.

Aug. 27, 1850

EVERETT & CO.,
General Commission Merchants.

A. F. EVERETT, HONOLULU, OAHU, H. I.
JAMES J. JARVIS, SAN FRANCISCO, CALIFORNIA.
JAMES J. JARVIS, BOSTON, MASS., U. S.

Money advanced on favorable terms for Bills of
Exchange on the United States, England and France.

MAKES, ANTHON & CO.,
Commission Merchants and Ship Chandlers.

HONOLULU, OAHU, H. I.

JAMES MAKES, HAWAIIAN ISLANDS.
CHAS. ANTHON, CHAS. BARNES & CO.

Ships supplied with Refreshments, Provisions, &c.,
at the shortest notice, on reasonable terms.

Wanted government or whaler bills on the U. S.
or Europe, for which money will be advanced on favorable
terms.

STARKEY, JANION & CO.,
Merchants & Commission Agents.

HONOLULU, OAHU, H. I.

B. F. BOLLES & CO.,
Ship Chandlers and General Merchandise.

LAHAINA, MAUI.

S. F. BOLLES, S. HOFFMEYER.
Ships supplied with recruits at the lowest market
price.

Money advanced on reasonable terms for Bills of
Exchange on the United States and Europe. 14-15

BUSH & CO.,
Ship Chandlers and Commission Merchants.

LAHAINA, MAUI.

ALFRED W. BUSH, HAWAIIAN ISLANDS.
CHARLES F. ROBINSON, HAWAIIAN ISLANDS.

Ships supplied with recruits, in exchange for goods or
cash.

Money advanced, at the lowest rates, for Bills of
Exchange on the United States or Europe. 20-21

O. P. SAMSON & CO.,
DEALERS IN CHINA GOODS.

HONOLULU, OAHU, H. I.

On hand and for sale, Sugar, Molasses, Tea and Coffee

McCOLGAN & BOLAND,
TAILORS.

On the premises adjoining Dr. Wood's
HONOLULU, OAHU.

Garments cut and made to order in the latest styles.
Aug. 27, 1850-1851

F. RODRIGUEZ VIDA & CO.,
SHIP CHANDLERY AND PROVISIONS.

HONOLULU, OAHU, H. I.

Ships supplied with recruits at the lowest market price
for Cash or Bills on the United States or Europe.

AUSTIN & BAILEY,
DEALERS IN GENERAL MERCHANDISE.

HONOLULU, OAHU, H. I.

J. T. GOWER,
SEWING MACHINE.

And Dealer in General Merchandise,
MAKAWAO, MAUI, H. I.

SWAN & CLIFFORD,
Bakers & Dealers in General Merchandise.

HONOLULU, OAHU, H. I.

Jan. 12, 1851

ULRIKH ALTING,
Dealer in General Merchandise.

(At the Store formerly occupied by I. MONTGOMERY.)
HONOLULU, OAHU, H. I. 173

SEA & BARTOW,
Auction and Commission Merchants.

H. SEA, AUCTIONEER.
HONOLULU, OAHU, H. I. 1749

JOHN BECK,
Commission Merchant.

And General Commercial & Shipping Agent.
May 27, 1850-51 HONOLULU, SANDWICH ISLS.

ANFEO & AHYONG,
(Known as the firm of Hopwa & Co.)
Bread and Biscuit Bakers; Dealers in
General Merchandise, &c.

HONOLULU, OAHU, H. I. 17-1860

J. M. STONE,
House Carpenter & Builder.

(Opposite the residence of George Pelly, Esq.)
HONOLULU, OAHU, H. I.

*Jobbing done at the shortest notice and on the
most reasonable terms. 157

A. B. HOWE,
Auction and General Commission
Merchant.

Sept. 21-19 HONOLULU, OAHU, H. I.

Charles C. Harris,
ATTORNEY AT LAW.

Offers his professional services to the public of
Honolulu, and respectfully solicits a share of their
patronage. Office at present, directly over the
Polynesian office. Sept. 7, 1850-17

J. MONTGOMERY,
ATTORNEY.

Office in Mr. Davis new block, Port at, four doors from
Broadway. Oct. 2, 1850-21

AT GRAY & HENDERSON,
Importers and General Commission
Merchants.

1749

PORTS.—The ship
"Sago," read before the
Legislature, April 21,
and the Legislature
obtained at the Polynesian
Office.

at 10 o'clock, on the 19th
of Oct. 1850.

EMPIRE CITY LINE.

NEW YORK THROUGH TICKETS.

FOR PANAMA. Through tickets from San
Francisco to New York, by way of Chagres and
Panama. The splendid and popular steamships
SARAH SANDS, 1,500 tons burthen, W. C.
Thompson, Commander, and NEW ORLEANS,
1,100 tons burthen, J. W. Wood, Commander, will
leave San Francisco for Panama, direct, connecting
at Chagres, with the staunch and well known
steamships CRESCENT CITY, 1,500 tons burthen,
Chas. Stoddard, Commander, and EMPIRE CITY,
2,000 tons burthen, J. G. Wilson, Commander.
Rates of fare: San Francisco to Panama direct.
First Cabin, \$800
Second Cabin, 150
The Second Cabin has a separate table, and the
berths are fully furnished with hair mattresses and
bedding, and on board the Sarah Sands are state
rooms, a great advantage in point of comfort, over
the unfurnished berths of an open steamer.
Chagres to New York

After Saloons, \$125
Forward Saloons, 100
Lower Cabin, 50
All the above have the same table and privileges
of the Saloons.

Steerage, found with mattresses and board, 65
An experienced Surgeon is attached to each
steamer.

The subscribers are now issuing through tickets
to New York by the above named steamers.

EVERETT & CO.
Honolulu, May 15, 1850-1-14

PORTER & OGDEN,

General Merchants and Commission Agents,
(Opposite the Custom House.)
HONOLULU, OAHU, H. I.

11-5m

HENRY ROBINSON & CO.,
Merchants and Commission Agents.

HONOLULU, H. I.

July 13-97

ORR & SPALDING,
Ship Chandlers and Commission Merchants.

HONOLULU, OAHU.

Constantly on hand a supply of ship stores and
recruits suited to the wants of vessels visiting this
port, and for sale at the lowest market prices, for
cash or bills of exchange on the United States and
Europe. Jan-24-7

M. R. HARVEY & CO.,
HOUSE, SIGN, SHIP, COACH AND
Ornamental Painters.

Having re-opened the shop on the premises of C. W.
Vincent, is now prepared to execute all orders
at the shortest notice, on reasonable terms.

Wanted government or whaler bills on the U. S.
or Europe, for which money will be advanced on favorable
terms.

Honolulu, March 28, 1850. 461

CHARLES BREWER,
Commission Merchant.

BOSTON, U. S.

Refer to: MAKES, ANTHON & CO. Jan-24-7

GAVIN & HENDERSON,
Merchants & Tailors.

HONOLULU, OAHU.

Jan. 12, 33-y HAWAIIAN ISLANDS.

BOWLIN & CARTWRIGHT,
Dealers in General Merchandise.

LAHAINA, MAUI, H. I.

ALFRED B. CARTWRIGHT.

WRIGHT & ROBINSON,
House, Sign, Ship, Coach and Ornamental
Painters.

(Imitations of Wood and Marble executed with
neatness and dispatch.)
HONOLULU, OAHU, H. I.

Jan-24-7

A. F. TURNER,
Civil Engineer and Surveyor.

Hale Hoona, Alani Bentania.
HONOLULU, August 15-6m

J. H. WOOD,
Boot and Shoe Manufacturer.

Shoe and Leather Dealer.
At the Brick Shoe Store.
Honolulu, OAHU, H. I. Aug. 31-16y

C. H. NICHOLSON,
DEALER IN CHINA GOODS.

(Establishment opposite the Seamen's Chapel.)
HONOLULU, OAHU, H. I.

A large assortment of Broadcloths, Cassimeres, Vestings,
Cummerbunds and Linen Drillings, constantly for sale.
Garments made at short notice, in latest fashion.
Honolulu, Sept. 14, 1850. 17-17

D. N. FLITNER,
(SUCCESSOR TO MR. E. H. BOARDMAN.)

Continues to repair CHRO-
MOMETERS, at the old stand;
accurate rates determined by fre-
quent observations with a Transit Instrument, made
by "Runkell," Liverpool.

*Particular attention given to fine WATCH
REPAIRING. Dec. 8, 30-7

CAIL LOFT.—On the premises formerly oc-
cupied by EVERETT & CO. opposite Caranave's
buildings. SAILS MADE AND REPAIRED with
despatch. Canvas, Rope, Twine, Thimbles, Se-
cond-hand Sails, and all necessary materials,
CONSTANTLY ON HAND.

CHARLES A. TANER.
Honolulu, June 8, 1850. 6m 4

CAUTION.

THE UNDERSIGNED hereby caution-
ing all persons against trespassing in any manner
upon his estate at Puloa salt works, on pain of be-
ing proceeded against according to Law.

Nov. 10, 1849-26-1f

C. W. VINCENT.

BY the subscriber at his place, MAPULOA,
formerly owned by Mr. I. Montgomery,
in quantities to suit purchasers.
sep. 22, 19-1y

C. W. VINCENT.

SUPPLIES FOR CALIFORNIA.—The
undersigned are prepared to furnish Irish Potatoes
in quantity at Kalepalepo or Kawakapa, Isl-
and of Maui.

J. NO. RICHARDSON,
H. KUIHLEMAN,
GEO. SHAW,
P. NAHAOLELUA.

mar. 16-44tf

COOPERAGE.

J. A. BURDICK having taken the Stand
formerly occupied by C. H. MARSHALL, first
door above S. H. Williams & Co., will continue to
carry on the Cooper's Business in all its branches at
the above mentioned place, where he hopes that
those of his friends who have hitherto afforded him
a liberal patronage will not fail to give him a call.
N. B.—1,500 blvs water casks on hand and for
sale on liberal terms. Dec. 15-17-1y

POTATOES.—Potatoes—Potatoes—Any
quantity of potatoes can be supplied to the
captains of vessels or others, on application to H.
McFarlane, Commercial hotel. N. B. Horne
taken in to grass at one dollar a month.
Sept. 21-1f-19

In our No. 8, of July 6, we published at the re-
quest of Her Britannic Majesty's Consul General
"An Act for facilitating the Marriage of British
Subjects resident in Foreign Countries." We
would now call attention to a Circular from the
Foreign Office, addressed to Her Majesty's
Consul General here, which we publish at his
request, and in which all British Subjects are
interested. It will be found below.

CIRCULAR.

Foreign Office,
November 7, 1849.

Sir,—The Act of 12 and 13 of Vict.,
cap. 63, "For facilitating the Marriages of
British Subjects resident in Foreign Coun-
tries," does not provide for the Registration
of Births and Deaths of British Subjects
in Foreign Countries. But it is nevertheless
very important that such Registers should be
kept at each Consulate, and should be trans-
mitted home to be deposited in the Office of
the Registrar General.

I have therefore to instruct you to keep
two Registers, in the Forms herewith an-
nexed, marked A and B: one for Births and
the other for Deaths; and I have to desire
that you will give publicity in your Consular
District to the fact that you have been in-
structed by Her Majesty's Government to
keep such Registers, and that you are au-
thorized to insert therein such entries of
Births and Deaths as may be reported to
you for Registration.

At the expiration of each year, you will
transmit to me a Copy of each Register so
kept by you during the year which has
elapsed, certified under your hand and seal
to be correct, in order that I may transmit
the same to the Registrar General.

You will be entitled to demand for such
Registration the sum of \$1, or 4s. 6d., as
provided by the Act 6 Geo. IV. cap. 87.

I am, Sir,
Your most obedient humble servant.

W. PALMERSTON.

To Her Majesty's Consul General
at Sandwich Islands.

STEAM COMMUNICATION WITH CHINA.—We
have already on various occasions called at-
tention to this important subject. We are
reminded of it again by the fact that a pro-
position has been recently laid before Con-
gress in relation to a line of steamers between
this port and China. The necessity of a line
has now become apparent to the Eastern
merchants, and it is probable that they will
use means to urge the subject upon the atten-
tion of the National Legislature. Hitherto, the
solitude for a line of steamers between
China and California has been confined to the
merchants and traders of the Pacific;
now, however, its benefits have forced them-
selves on the attention of the mercantile com-
munity in the Atlantic States, and we may
expect them to embark in the undertaking
with that energy and firmness for which they
are famous.

Before the project is attempted there are
three essential and leading points of con-
sideration to be carefully weighed, and its final
results depend mainly on the conclusions ar-
rived at.

First, as to the western terminus of the
line.

Secondly, the supply of fuel, more particu-
larly at that end, and

Thirdly, the best route to be pursued in
crossing the ocean.

The only points suitable for the western
terminus, are Canton and Shanghai. The
latter is preferable for several reasons. It
is the nearest available port in China; it is
more nearly central to the whole Empire
than any other, and therefore best adapted
for a commercial depot, for the concentration
and distribution of trade; it is situated upon
reliable authority that it is nearer than Can-
ton to the districts producing those teas most
in demand in the United States, and that
they can be exported from thence at a less ex-
pense; that trade has rapidly increased since
the port was opened, and that it will soon be
such as to sustain a steam line to Canton.
The Peninsular Steam Company have al-
ready extended the line to Shanghai, making
a regular steam communication twice a
month. The lower classes in Shanghai are
civilly disposed, and there are unlimited ac-
commodations there for the residence of for-
eigners. These latter are very important
advantages over Canton, where the reverse
is notoriously the case. The waters in the
neighborhood of Shanghai, are not so sub-
ject to destructive gales as those near Can-
ton, nor are the approaches more dangerous
or difficult. The climate is more congenial
to the constitution of foreigners, and the pre-
valing diseases are not more fatal. Of all
the free ports opened by the British treaty
with Canton, Shanghai has improved most
rapidly and regularly. More intelligent
foreign merchants in China, who are suffi-
ciently conversant with the causes influenc-
ing that trade, and who are not particularly
interested in Shanghai, do not hesitate to
express the belief that it must soon take the
lead of Canton, now that the latter has lost
the exclusive privilege which has hitherto
made it the centre of foreign commerce. All
these considerations taken together, are suf-
ficient to demonstrate the superiority of
Shanghai over any other port in China, as the
great western depot of Pacific steam
navigation.

Next, as to the supply of fuel. A fine
quality of bituminous coal may be obtained
in unlimited quantity on the north end of the
island of Formosa. This coal has been for
some time imported into Hong-Kong in Chi-
nese junks, which take it as ballast. It is
sold there at seven dollars per ton, and could
be furnished at a much cheaper rate, if a
regular demand were kept up for a large
quantity. It is used by steamers running
between Hong-Kong and Canton, and it is
represented as being quite equal to the coal
imported from England. It would be well
for the United States government to procure
through our commissioner near Canton, a
guarantee from the Chinese authorities that
it should be afforded in procuring and for-
warding this coal to whatever place may be
selected as depot. The cost of delivery at

Shanghai would probably not be greater
than at Hong-Kong.

There is every reason to believe likewise,
that there is abundance of coal in Japan, that
could be delivered at a comparatively small
cost, in consequence of a large and cheap
labor in that country. A notice of an island
not far from Nagasaki, stated to Captain
Glyn of the Preble that such coal as that
from Formosa is abundant in his country;
and the American seamen who were impris-
oned in Japan, and who were liberated by
the above-named officer, stated confidently
that bituminous coal was in common use in
Nagasaki, although, being closely confined
in cages they could see nothing, and there-
fore could not base their statements from
actual observation. Another proof of the ex-
istence of coal in Japan is found in the fact
that a Japanese vocabulary in the possession
of one of our friends gives names for "wood-
coal and earth-coal." Here again, however,
it will be necessary for our government to in-
terpose. The secluded policy of the Japan-
ese is well known, and how jealously they
watch to prevent all attempts at intrusion
upon their retirement. Enough is known to
render it certain, nevertheless, that these
difficulties can be removed by judicious, firm
and proper negotiation. But placing Japan
out of the question, ample supplies of fuel for
the western end of the proposed steam-line
can be obtained in China without taking into
account the quantity that may be expected
from other localities, as soon as a large and
constant demand for the article shall have
been created.

These two points then disposed of—the
western terminus of the line, and the supply
of fuel for that end,—the next is, the best
route across the Pacific. But as this is of
great importance,—indeed far more impor-
tant than the other two—we shall devote to
its consideration a separate article.—San
Francisco Herald.

AN IMPORTANT INVENTION.—The Express
has a letter from the Island of St. Vincent,
which announces the arrival there from Eng-
land, of a newly invented machine for ex-
tracting the juice of the sugar-cane by which
an immense increase will be gained in the
quantity of sugar extracted from a given
weight of the cane. Every one hundred
pounds of sugar-cane contains, naturally,
ninety pounds of sugar-juice. But the great-
est amount of juice which the planters have
been able to extract, has never been over
fifty-five pounds; the balance, thirty-five
pounds being lost for want of proper means
to extract it. The new machine is described
as consisting of a square iron box, containing
rollers which are put in motion by steam. A
trial of the invention in the presence of the
Governor, and a large assemblage of planters
and scientific men was recently made at
Kingston with very satisfactory results. One
hundred pounds of cane which had been cut
for a month, was put into the machine, and
in the short space of thirty-six seconds,
seventy-eight and a half pounds of the juice
was produced. The machine was tested in a
most thorough manner, producing at each
trial results which astonished every beholder.
The improvement is unexampled in magni-
tude, importance and utility. Another advantage
shown was, that while the new mode of pres-
sure extracted so completely the juice of the
interior of the cane, its knobs and rind were
left completely untouched, which is an im-
portant advantage, as it is there the green
wax and other objectionable matter is con-
tained, and it is there that the old roller ma-
chine unfortunately pressed—a difficulty in-
surmountable in the roller system, yet effec-
tually obviated by this new process. By the
universal application of this invention, the
sugar crops of the West Indies would be
made one-third larger than now. The an-
nual value of sugar brought to the United
States from the West Indies amount to about
\$10,000,000. An increase of one-third in
the amount of the crops, would, perhaps,
tend to lessen the price of sugar a little. But
the West India planters would probably re-
ceive from this country alone \$3,000,000 per
annum more than they do now.

THE NEW PRESIDENT.—If we did not al-
ready feel a sincere and profound attachment
for republican principles, the sight we have
lately witnessed would be sufficient to inspire
it. A President dies; the national sorrow is
great, because the man who was Chief Magis-
trate had rendered himself dear to all his
fellow-citizens by his services and his vir-
tues. No one, however, dreams of profiting
by this loss and the consternation which fol-
lows it to create troubles, or to favor the de-
signs of the ambitious. The Vice President
simply takes the place of the deceased. The
constitution has thus fixed it. The people
know no other law than this sacred charter,
and every one submits to it without a mur-
mur, without regret, without a harsh thought.
—And what an admirable simplicity presides
at the inauguration of the new magistrate! A
man who neither wears uniform or order
who is clothed like the plainest citizen, a
man who has neither suite nor staff, and who
is unaccompanied save by two citizens, pre-
sents himself before the representatives of
the nation, who are sitting as usual in their
hall, which is not even decorated for the oc-
casion. This man advances to the desk of
the Secretary, swears upon the Bible to sup-
port the constitution of the United States,
retires, and all is over. This man is in-
vested with the presidency of the Union; to
his care is entrusted for the future the des-
tinies of a nation which is the equal of the
most powerful, and which points out to them
all the road to constitutional freedom. "The
sceptre of the people," says justly one of our
contemporaries, "passes into his hands as
tranquilly as though it were a simple man-
date to appear before a justice of the peace."
It is a great, a happy country where the
transmission of power is done with this cal-
mness and simplicity; where the execution
of the law is not obstructed by even the
shadow of an obstacle.

And the man who has thus stepped into the
Presidency, who is he? Is he the descend-
ant of an illustrious family? Does he pos-
sess a large fortune? Has he played an im-

portant part in a revolution? No, he is the
son of a farmer in very moderate circum-
stances. He has elevated himself by his own
labors, from the condition of a simple work-
man to the high position which he now oc-
cupies; his intelligence, his industry, his talent,
his resolution, have done it all. He is the
sole author of his fortunes. His history is
neither long nor difficult to write.

Since the 10th of July, at noon, Millard
Fillmore is the recognized President of the
Union; the farmer's son, and tailor boy be-
comes the inhabitant of the White House!
This simple contrast is of more weight than
all other reflections upon the sincerity of the
democratic system of the United States. It
is the most positive acknowledgment of that
sovereign equality which is now the law even
of humanity.—Courrier des Etats Unis.

President Fillmore.

The following brief biographical sketch of
Mr. Fillmore is given in the Journal of Com-
merce:

HON. MILLARD FILLMORE, Vice President
[now President] of the United States, was
born in Summer Hill, Cayuga county, New
York, January 7th, 1800. His father, Na-
thaniel Fillmore, is a farmer, still living in
Eric county, New-York. Mr. Fillmore spent
four years in early life in working at the
clothing trade, and during that time de-
voted all his leisure hours to reading and study.

At the age